VOL. LVIII .- NO. 354.

NEW YORK, THURSDAY, AUGUST 20, 1891.

OUTDONE BY HER SISTERSHIP American const. Sable Island had been left far

THE MAJESTIC'S BRIEF. WORN CROWN SURRENDERED TO THE TEUTONIC.

Pive Days Sixteen Hours and Thirty-one Minutes the New Record for the Transatlantic Passage-New Records for a Day and for Three Days, Too, and the Teutonic Holds Them All-She Steamed 517 Knote on the Fifth Day Out,

After a voyage that was notable and even marvellous in three respects, the White Star Sandy Hook Lightship at 1:36 o'clock yesterday morning. She had completed the quickest passage ever made between Queenstown and New York, she had covere i more miles than had ever before been covered in twenty-tour hours, and she had made the best run for three consecutive days that scalaring folks ever heard of. The long whip pennant that had been hoisted to the main truck of the Majestic only two weeks before had been made to droop under her taffrall like the tail of a whipped dog be ween his legs; the broom at the fore royal pole on the Majestic had been knocked to pieces by the aerial wake of the Teutonic. as she sailed by her, so to speak, in the oversea race. The Teutonie has captured both nautical emblems of victory.

Ever since the month of August, 1890, Capt. P. J. Irving and Chief Engineer flugh Currie of the big Teutonic have been very much disgruntled with certain nautical sharps of the Maritime Exchange. In that menth the Tentonic made a very quick passage. Capt. Irving and Mr. Currie said it beat the record of the City of Paris-that it was made in 5 days 19 hours and 5 minutes, but the nautical sharps would not have it so. Capt, Irving didn't say much, but both he and his engineer have been waiting for August weather to show the maritime sharps what the Teutonic was made of. They now walk the decks of their ship with heads up. There is no disputing this record. They have vindicated the Teu-

To the man familiar with steamship races the log of the Tautonic tells a thrilling story. It was at 11:10 A. M. on Wednesday of last week that the last bag of American mail was hustled over the rail at Liverpool. There was no time lost in getting under way, and at 2:29 n the alternoon Rock Lighthouse was abeam. Thereafter it was a breezy run of 236 miles to Queenstown-a run like the preliminary canter given to a racer to warm him up for the sweepstakes. Queenstown was reached at 4:50 the next morning, and when her anchor was down the ship lay there until afternoon taking on belated passengers and the mails that had been driven through by rail from London at lightning speed to catch her there. There was sharp work with these, and at 1:45 o'clock, when the last bag tumbled over the rail, the blue jackets were casting off the mailboat's hawsers, and the man at the steam windlass was snaking in the cable, while Chief Engineer Currie was down in the engine room. having a severe look at the bearings and fittings and the furnaces and coal bunkers. In just three minutes from the time the last bag of mail was received the gong in the engine room rang to go ahead, and the engineer at the throttle valves throw them slowly open. With gradually growing speed the hig ship beaded around for sea. Capt Irving standing on the bridge with his watch in hand, kept his eye on Daunt's Rock Lightship until a squint along the bridge rail showed the light to be fair abeam. Then he looked at his watch.

It was precisely 2:05 P. M. on Thursday. Aug. 13, and the famous race was on. A strong westerly breeze was driving over the sea to hold the huge ship back, but Mr. Currie was watching the engines and, as he says, thinking they were in just such perfect order that he couldn't see anything to wish for, but he was standing by just to see that things remained as they were there. Down below in the stoke hole the assistant engineers in charge were watching the fremen as a trainer watches the stable bers when rubbing down the racers. watching the firemen as a trainer watches the stable boys when rubbing down the racers. The best coal obtainable was there and it was spread with the utmost care. No men ever worked more willingly than the stoke hole crew and no coal fires ever burned hotter. It was known by every man on board that a tremendous effort was to be made to beat the record of the Majestic, and every man was game to do his level best to make her succeed. The owners of these ships always scout the idea of special efforts being made, but those who know human nature know better. Besides, let any doubter go and talk to the men themselves as they sit at their bear in the West street salcons to-night. The passengers knew that a race against time was on, and if they couldn't do anything to help her they could make pools on the result and drink no end of healths to the officers and to the success of the voyage, and that they did with a versand esprit de corps that was pleasing to

could healths to the officers and to the success of the voyage, and that they did with a veros and esprit de corps that was pleasing to the puser.

All Thursday afternoon. Thursday night and Friday, the wind held in the west. It was invigorating to the promenders on deck, but disbear ening to the Captain and engineer. At noos on Friday the navigating officers figured up the run, and found 400 miles to the credit of the ship. She had been twenty-two hours on her journey, and it was a good run, but not quite good enough.

For one more day the wind held west, and the sea unfavorable. The Teutonic in spute of sleader spars, presents a huge surface to a contrary wind. The wind was helding her back. When noon came next day the crowd gathered in the gangway to see the log posted. It said 495 miles. Almost all were disappointed, but a lew of the shrips pulled out the Malestic's record that showed two days on which but 191 and 497 knots had been covered. There was a right good hope yet and it gave all hands a good appetite for luncheon to think se.

Then the wind canted to north aid and became much lighter. It was like dropping weight from a runner. Looking over the side of the ship showed no increase—if anything she assemed to be going slower now that the wind did not drive the white caps past the hurrying ship, but Capt, fiving knew that the was doing better. Nor was that all. Mr. Curtie was noting with delight that as the ship drove along he was getting more turns from his propellers in a minute. The firemen were rie was noting with delight that as the ship of the was noting with delight that as the ship of the was getting more turns from his propellers in a minute. The firemen were bursing up something like 310 tons of coal a day, and as the aches were dumped over the ship rose in the water, and so offered less issiance to the screws.

Naturally the passengers heard of these things during Sunday morning. Some of them remained in the smoking room during preaching time and talked over the race. So when lunch time came again half a hundred men were so much interested that they could not eat until they learned the run. A young man with the log in hand came along, and the crowd made way for him and then immused in around him until he barely had room to post the caper. I lotter it was fairly in place some one saw the factors, and veile:

Five hundred and five knots, boys. Wheep."

It was a great run, and a croad rushed off to the chart coom when a the found to the chart coom when a the found to the chart coom when a they found the factors.

It was a great run, and a croad rushed off to the chart room, where they found the Cartain and shook his hands and told him he was a great man, and then went aft and found Chief Lagineer Currie and told him he was a great man, to.

Engineer Currie and told him he was a great man, too.

The Teutonic had been gradually increasing her steed. Would she continue to do so?

"Gentlemen, I promise you that you shall breaklast in New York on Wednesday." said Cipit. Irving, whereat the passengers chered him and went away to celebrate the attributed occasion.

Watching a steamer racing against time is Bette-racking. The passenger can de north is

Watching a steamer racing against time is nerre-racking. The passenger can do nothing. The time between quarter posts, so to speak. Its time between quarter posts, so to speak it is the protty by a flying railroad train. To the man thinking only of speed it is monotonous. There is nothing for it but to smoke or to make love to the pretty girls. Even then the anxiety about the speed is forever present for the pretty girls are so much inversed in the race that that is the ever present topic.

Modday n. on found a heat in waiting for the resting of the log, and it was with a feeting of sculintion that every one saw the figure. Flow and intend the every one saw the figure. Flow and intend the every one saw the figure. It is successful and the chief engineer the success of this day a run opened a new sub set of anxiety. They were in the race to beat the Majestic of course, but there was one other record that now homes up almost within their grasp. The City of Paris had covered 50°, 500, and 509 hours in three consecutive days when winning her record and no ship and approached within a good many miles of that record. Could the featonic spatch it. The query kept Chief Legineer Currie out of his board.

American const. Sable Island had been left far astern, and Nantucket lightship was, figurastern, and Nantucket lightship was, figuraster, peaking, under the starboard bow. A good deal more than a thousand tons of coal had gone over the ran in the form of smoke and ashes. The offers in the engine rooms, as they crept alout, found never a sign of heat or disorder in any bearing. The needle in the steam gauge showed a pressure of 180 pounds in the boiler with no variation. The clockwork that registered the number of turns the engine made showed almost 81 a minute where but 20 had been registered the day before. The diagrams of horse power developed showed within a hundred or so of 20.050.

In a tremble of excitement the passengers gathered in the saloon at the call of the luncheon bell and sat down, and then came Capt. Irving him eli with the log in his hand. Everyone sat breathless when he said:

"Ladies and gentiemen, the Teutonic has male 517 knots, and breken the record of a day's run."

male 317 knots, and breken the record of a day's run."

With one accord the woole throng rose up and shouted and cheered and howled. Sandy flook lightship was but 126 miles away; bed time would see the Teutonic under the lights of Long Island coast. They had ordered wine by the bottle in honor of pryvious days—they took it by the basket now, and laughed and cheered hilariously the whole day through. By a o'clock they had Shinneshek Light abreast, and at midnight the ground where the old racer Oregon was lest was passed. Then the Neversink lights almost rose out of the water, and a little later the two red globes of the old hulk that marks the channel across the bar appeared. Half a thousand people crowded to the rail to gaze at the lights, and at 136 A. M. to cheer the slip and the Captain and the chief engineer and all hands over the marvellous result achieved.

The Teutonic may in some minds have been under a cloud, but this trip has cleared away the log entirely. She is the queen of the sea.

The records of the Teutonic, the Majestic,

The records of the Teutonic, the Majestic, and the City of Paris folow:

And the City of Paris 1610W:

First day 463 470 460
Second day 463 501 460
Third day 502 47 305
Fourthoay 502 47 305
Fourthoay 500 41 517
Sixth day 310 317 250 2.758 Total..... 2,777

Wait till one of the others gives us something to do, and see."

Capt. Irring thinks she can do still better.

The Teutonic brought over 1.500 passengers, one of the largest lists on record. The ship was dooked at 6 o'clock yesterday morning, and the passengers took breakfast in New York, as Capt. Irving had promised. Many people called to congratulate the White Star people yesterday, and on 'Change they had quite an ovation. The passengers received a menu card with the record of the ship's voyage printed on it as a souvenir.

Here is a list of record breakers from Liverpool, beginning in 1851:

In 1866 the steamers began calling at Queensown, since which time the record has been town, since which

Raite.

it, the North German Lloyd steamer Spree riche North German Lloyd steamer Spree was racing them all the way over. She ran from Plymouth, 3,060 miles, in 6 days 21 hours 20 minutes, which is a right good passage, Her average speed was 18.5 knots.

Among the Toutonic's passengers were Mr. and Mrs. William Jay Schieffelin, Lord and Lady Mount-Stephen, James R. Osgood, and J. Carstairs.

ENGLAND AT THE CHICAGO FAIR. Commissioner McCormick Thinks Her Ex. hibition Will be a Good One.

Among the passengers on the White Star steamship Toutonic, which arrived yesterday. was Robert McCormick. Resident Commissioner to Great Britain of the Chicago World's Fair. Mr. McCormick was for two years Secretary to the American Legation in London, and resigned to accept the Commissionership. He has opened offices in Victoria street. London almost opposite the United States Legation. He said to a reporter yesterday:

Persons whose opinion is worthy of consideration, and who were disposed to feel that there was no object in Great Britain's being largely represented at the Exposition by the products of her mines and workshops, are now convinced that, even if the McKinley tariff, which has been such a bugbear, had turned out to be a stone wall through which they could not penetrate with their goods, it would still be to their interest to exhibit. The reason for this is that they now believe that representatives from every market in the world, to which they send their goods, will be at Chicago in 1818, and Great Britain's manufactures must be there to contest the field which has hitherto been here almost exclusively. Sir H. Trueman Wood, Secretary of the Society of Aris, and Mr. James Dreigs of the Royal Commission are coming over on the Augusta Victoria, sailing from Bouthampton on Sept. 5, in company with our own special Commission, which returns then." products of her mines and workshops, are now

MOSBY DENOUNCES THE COUNT.

He Says He Would Not Have Missed Rim

Had He Fired the Shot, BAN FRANCISCO, Aug. 19.-Col. Mosby was very angry when despatches were shown him in which Count Mitkiewicz incinuates that the ex-Confederate Hed. "I wouldn't have missed the scoundrel as my son did," said Mosty, trembling with passion, "Mitklewicz is a thief and a scoundrel, and his record has been fully published in the Frisce papers. I never heard of Mickey-we will call him that for short-until four years ago when he returned from China. He gushed over me and said his

is hands and told him he was a decrea to the wear and told him he was a great of the and told him he was a great ic had been gradually increasing ould she continue to do so?

If promise you that you shall in New York on Wednesday. "Ving. whereat the passengers and went away to celebrate the excasion. It is a seen quarter posts, so to speak. The passenger can do nothing. Seen quarter posts, so to speak. Thours. The froth and smother and seen flaing railroad train. To the man for speed it is monotonous. There it but to smoke or to make love girls. Even then the anxiety peed it forever present for the girls. Even then the anxiety peed it forever present topic on found a his to waiting for the so much in greated in the race to heat the Majessbod here are the would for. It was exhilarating. To the like chief engineer the success run opened a new sub-set of anxiete in the race to beat the Majessbod here was one other record med up almost within their grasp. The fact had accorded 30°, 50°, and 50° see consecutive days when winning and no ship had approached within finities of that record. Could the latch it. The query kept Chief rice out of his bank for the whole hours that followed.

SHE'S A METEORIC LAUNCH

THE SWIFT MONMOUTH BEATEN OUT OF SIGHT BY MUNEO'S NORWOOD.

Thousand Excursionists Look on and Wonder-She Made a Few Miles at the Rate of a Mile in Two Minutes-Mr. Riley Says She Can Keep Up That Speed for Half an Hour or More,

Passengers who went down to Sandy Hook on the twin-screw steamboat Monmouth yesterday afternoon saw a marvellous little steam launch shoot out from Bay Ridge, and buzz along for a moment on the port side of the Sandy Hook speeder. A thousand pairs of eyes and not a few field glasses - were levelled at the foam-feathered vision. She seemed not unlike a red-shafted arrow shot by a glant archer of the sea. Chief Engineer Perry of the Monmouth knew that the little launch. a new creation of New Hampshire and Long Island genius, was out to give him a race, and he put some extra weight on the safety valve and threw the throttle wide open. The launch until she got into the Narrows. Then the fun

The Monmouth is one of the swiftest harbor craft in the world. She is credited with making twenty-two statute miles an hour with a favorable tide. The man most interested in the tussle between the big double propeller and the tiny single-screw boat was Mr. Norman I. Munro, whose chief ambition in life is to possess the fastest steam launch in the world. Mr. Munro realized or came pretty near to realizing his dream when he had the Herreshoffs build the Henrietta. She made the performances of all other launches uninteresting, and won glory for her builders and owner. The Henrietta was a dandy, but she falled to satisfy the vaulting ambition of Mr. Muuro. He heard of another wonderful steam launch, or, rather, torpedo boat over the sea, and he sent an order for another launch for himself to the Herreshoffs. The electric Now Then flashed across the vision of the nautical world. Still Mr. Munro wasn't happy. An inventive Yankee from Amesbury, Mass., came along with a theory and unfoided it to Mr. Munro. Briefly expressed, the theory was that a toat with the least displacement to the greatest horse power would knock out all creation, by gosh! Mr. Munro took stock in this very reaconable and simple theory, and told Mr. C. B. Mosher, the inventing Yankee, to go ahead. And he went But through some fault in construction his boat, the Norwood. didn't. Then Mr. Munro got Mr. Reuben Riley, an engine constructor of Brooklyn. to overhaul the Norwood's engines and make 'em go. W. A. Seaman of Branchport Improved the model of the boat. Her botter was examined on Tuesday by Inspector William R. Powers of Brooklyn, and he declared that she could safely carry 2 to pounds to the square inch. She had a brush with the Monmouth on Tuesday, and then her owner, on the strength of Mr. filley's assurances, declared that he would beat the Monmouth two miles in a run from the Narrows to the Hook. He was at oard the Monmouth yesterday to see the triumph of

from the Narrows to the Hook. He was at card the Monmouth yesterday to see the triumph of the Norwood.

The pressure of steam on the Monmouth's boliers was lifting the saf-ty valve when the narrow, bencil-suggesting mahogany launch gave a snort of challenge and defiance and began the race. Her razor-like stem threw dust sheets of glistening green water from her bows higher than the top of her shiny, brass smokestack. So swift was her progress that her trail was turbulent and snowy for a quarter of a mile. The sea was quiet or she would have made rough weather of it in her flight to the Hook. Even as it was she was sometimes half hidden in spray showes that played leap-frog over her resistless bows. With the Monmouth she cleared the Narrows at 4:10 o'clock. Nearly everybody on the big excursion boat crowded forward to see the little launch vanish off the port bow. The new energy over her tailrail locked as if it were made of sheet tin. Sometimes ten feet of her kel forward was visible. Then she appeared to leap the waves like a playful porpoise. Almost before the Monmouth's passengers could get a good look at her she was a quarter of a mile shead. When Capt. a quarter of a mile shead. When Capt. Gregory got his bineculars on her from the open window of the Monmouth's pilot house, five minutes after the race began, she was half a mile shead. It was conjectured then that the Monmouth was going at the rate of about 20 statute miles an hour, or a mile in three minutes. If this conjecture was correct, the Norwood was making the wonderful time of 30 miles an hour, or a mile in two minutes. This is simply unapproachable in the records, if true.

about 20 statute miles an hour, or a mile in three minutes. If this conjecture was correct, the Norwood was making the wonderful time of 30 miles an hour, or a mile in two minutes. This is simply unapproachable in the records, if true.

The slim, red streak of concentrated energy dashed on and on into invisibility. With the naked eye she could be traced only by the foamy line she wrote with her flashing propeller, it was like the autograph of a dead man—the writer was in another sphere. Everybody put all fell to admiring the she with the select for the characteristic flight. Then all fell to admiring the marine things in the immediate neighborhood that hadn't the power to vanish. There to the eastward was the new whaleback steamship out on a pleasure cruise. Sue is a fourteen-day ship, and gave the excursionists plenty of time to contemplate her homiliness. Dead ahead, and fast being overhauled, was an Old Dominion steamship, the last of the clumsy, antique side-wheelers that come into this not. This curious juxtaposition of the ancient and the modern, the new and old, the slow and the switt in marine architecture caused much comment on the Monmouth.

After the Norwood had disappeared she was a topic for prolific discussion. It was struct taking the ship charmes of her draught. A man was a topic for prolific discussion. It was struct taking the ship charmes of the draught. A man was a topic for prolific discussion. It was struct taking the ship charmes of the draught. A man was a topic for prolific discussion, it was struct taking the ship charmes of the draught. A man was a topic for prolific discussion. It was struct taking the ship charmes of the draught. A man was a topic for prolific discussion. It was struct taking the ship charmes of the draught. A man was a topic for prolific discussion. It was struct taking the ship charmes of the ship charmes of the charmes of the ship charmes of the

John May Kills Himself,

John May, a German carpenter, hanged him self at 6 o'clock last evening in his furnished room at 314 East Twenty-sixth street. He was 47 years old; had a son, John, 14 years old; came to this country twelve years since, and buried his wife five years ago. He had worked for Matthews the soda water manu-facturer, ever since he came to America. In his pocket was found a letter from a man ac-cusing him of not paring his debts and calling him a worthless burnar.

COLLISION AT SPUTTEN DUTYEL Steps of the Albany Express Shaved Of by

a Local Train. A collision occurred on the New York Contral road at Spuyten Duyvel at 6:43 o'clock last night between the New York day express 2, called the Albany express, and a city local, III, the latter made up of two cars and a mogul engine. The local left the Thirtieth street station at 6 P. M. with employees of the road. It runs up along North Elver to Spuyten Duvvel, and crossing Spurten Duyvel Creek there rans along the Harlem and to the Gran ! Central depot. The local was delayed ten minutes by an open drawbridge. Then it switched over on the main south-bound track

to deliver its passengers. According to a ratirond official who investigated the accident, John Cummings, the en-gineer of the local, overlooked a signal which cautioned him to stay where he was, and took a second signal, set for the express to come ahea! to mean that he was to do so. While Cummings was backing his train from the track over the switch on which he had crossed, the express came ratiling around the share curve 100 leet r. rth. It struck the local's en-gine before the latter had wholly crossed the teh, and shoved its two forward trucks off

gine before the latter had wholly crossed the switch, and shoved its two forward trucks off the track.

The passengers in the five concless of the express fell a par, and heard a succession of scraping sounds as the stepson one side of the train were stripped off by a part of the engine which extended under the bodies of the cars. Three or four women fainted, and men jumped out as soon as the train was stopped.

An examination showed that a cylinder head of the engine attached to the express was smashed in and its outside red lifted. The engine was in good enough shape, though, to pull the passengers to this city. The moral engine was demolished, and was pulled out of the way later by an engine from the Sixty-fifth street yard. Cummings and his fireman, William Mc sell, stayed during the accident in the cab, one side of which was torn off. Cummings refused to talk to renorters. The express got into the Grand Central Depot an hour late, and train 4, the New York and Chicago limited, behind it due at 7:30, was delayed half an hour. The usual 8:15 Croton local from the Grand Central Depot was not sent out, but the syst and the 9:30 left on time. The Chicago night express, due to leave at 9:15, pulled out 45 minutes late, but this was on account of the delay in getting an engine for it down from the Mott Haven yard. Sunyten near the scene of last night's collision.

LIFE MIGHT HAVE BEEN SAVED. Policeman Tierney Took the Responst

billty and Now Frost is Bead. Deputy Coroner Donlin made an autops; yesterday on the body of Edward Frost, the truck driver who died suddenly at Mrs. Gilmore's, 695 First avenue, on Tuesday, after Policeman John Tierney of the East Thirtyfifth street station had refused to send for an ambulance. Frost died of pleurisy and colic, and Dr. Donlin said his life might have been saved if Tierney had sent for the ambulance. as he was asked to on Monday night You can't fool me." Tierney was reported

to have said. "You ain't sick; you're drunk." Tierney does not deny the main facts in the case, but he says he did not use that language. A SUN reporter saw him last night at the sta-

case, but he says he did not use that language.

A SUN reporter saw him last night at the station house, in the pre-ence of Caut, hyan. He is a clean-cut, well-spoken man of about 30.

"Is that story right?" Capt, Ryan asked, showing him a clipping.

"I did not use those words," he said, "I was on my bost at 8 o'clock, when a young man about 18 came to me. "There's a man sick up in Gi'more's, he said, and he wants an ambulance. What's the matter with him? I asked, I don't know, said he, but I guess he's got the horrors. I went up stairs and found Frost on the sofa. I asked him what alled him. I've got the cramps, he said, putting his hands on his stomach. I've been out and had a few classes of beer, but I ain't drunk. Who said you were drunk? I didn't. 'Well, I want you to send for an ambulance.'

"Then I told him to net up and let me see what was the matter with him. He straightened up, and I tried to take his hand to feel his pulse. He pulled it away. You ain that doctor, he said. I know that, I said. I didn't say I was. I'm only a policeman but I want to see if you're sick. 'Well, net out them, he said. 'You're too fresh, any way.'

"Turning to Capt, Ewan, Tierney continued: 'You know, Captains my instructions are not to call an ambulance unless I think it is nocessary. I did not think it necessary In this case, but I made a mistake."

Capt, Evan will make a complaint against him to the Commissioners. Capt Ryan's ideas of a noilceman's duties are comprehensive. "Everything is a policeman's business." he

of a policeman's duties are comprehensive.

"Everything is a policeman's business," he once said, "We are put here to make all the crooked matters straight." To Tierney he said:
"You should have called the ambulance and let the doctor decide whether the man was sick, or else have reported the matter here, where the Sergeant or myself could have acted upon it. By not doing so you took the responsibility yourself, and now the man is dead,"

THE DEAD MAN HAD A COMPANION. Two Men Saw Them Together Near the

Capt. Berghold has found a man who says he saw the man who was found dead in 107th street in the gully at the foot of the fence enclosing Lion Park pienic grounds on Tuesday alive in the neighborhood of the park last Saturday night, when the Foresters held a picuic there. This man is Thomas F. Heinig of 54 there. This man is Inomas I. Heinig of 54 West 108th street. He says he saw the dead man near the park with a comeanion. Both appeared to have been drinking. Later, he says, he saw the man lying in the grass inside the low slat fence, which the proprietors of the park erected to keep people from tumbling down the embankment. He says he asked the man what he was doing there, and he told him he was listening to the music. Policeman Evers, who was on post in 107th

street, says he remembers seeing the two mer in the neighborhood of the park on Naturday. The dead man has not been identified.

NEW YORK HARBOR LINES.

The Report of the Board Approved by the War Department. WASHINGTON, Aug. 19.-The recent report of the Harbor Line Board establishing harbor ines on the west side of New York harbor near the Jersey flats, was approved by the War Department to-day. The Riparian Com-War Department to-day. The Riparian Com-missioners of New Jersey objected to the es-tablishment of these lines, and the Attorney-tieneral of that State recently furnished an ar-gument to support that objection. In a letter announcing the decision of the department, Gen. Grant. Acting Secretary of War, says: "By the establishment of these harbor lines the Government does not take the property of the State or in anywise interfere with the State's rights. It simply takes control of the navigable waters of the bay, which control is prior and paramount to the rights of the State to the land under the waters."

Attacked by Italian Laborers.

EXETER, N. H., Aug. 19. - Four Italians employed at the brick yard of Wiggin & Clark had an altercation with the foreman of the vard this forenoon and drew knives or him. Officer Edward Thurston, who was unarmed, attempted to arrest one of the four, when they attacked him with clubs and seriously injured him, probably fracturing his skull. Thurston is in a precarious condition. The italians flet to a piece of woods, which is now surrounded by the police and citizens.

BENNINGTON. Vt., Aug. 19.-Boston detectives esterday arrested eleven well-known pickpockets on their arrival by train. Among them is the notorious "Shang" Campbell, formerly a leading spirit of the Rochelle. N. Y., gang of burgiars and thieres. Campbell is an expert at the light-lingered trade, and is wanted in Beaton for jumping his ball.

Notorious Pickpockets Captured.

Hoffman House Bell Boys Arrested. Albert Harris and Louis Welderman, bell boys at the Hoffman House, are locked up at Police

Headquariers. Harris is charged with stealing and Weiderman with pawning a gold watch belonging to one of the guests named Marye. The boys will be taken to Jefferson Market Police Court to-day. Sale of the Garfield Cottage, The trustees' sale by Charles S. Brown of the property at Elberon, N. J., known as the Elberon Hotel and the Garfield cottage, where President Garfield died, took place yesterday at the Real Es ate Exchange. The property was hid in by the trustees for \$62,000.

MILLIONAIRE GOLDSMITH

SUSPENDED FROM THE EXCHANGE BY A UNANIMOUS FOTE.

The Charge is that He Refused to Keep a Verbal Contract Mude with Charles P. Summer & Co.'s Broker, J. B. Smull-The Latter Also May Be Disciplined -A Sensation in the Produce Exchange.

The Board of Managers of the Produce Exchange, with President Evan Thomas at their head, at a special meeting yesterday, lasting until late in the after con, unanimously suspended Mayer Goldsmith, the millionaire exporter of cattle, whose head quarters are at 127 East Sixty-lifth street. Mr. Goldsmith, with T. C. Eastman, was a ploneer of the business of exporting live cattle to the United Kingdom. He has been one of the most prominent mem-bers of the Exchange, and the action of the managers in suspending him indefinitely from his privileges of the Exchange caused wide-

spread comment.
The action of the managers was the result of a complaint of Charles P. Sumner, the senior member of Charles P. Sumner & Co., steamship owners and agents, with offices at Beaver street. The firm also has offices in Boston and is considered one of the most influential in the business. The direct claim of the firm against Mr. Goldsmith is for \$25,000. According to the testimony given before the complaint committee, It appears that Mr. Goldsmith roluses to recognize a verbal contract. This was considered a very grave matter, be cau-e millions of dollars in business are annually done on the Produce Exchange by word of mouth. The contracts are afterward drawn up and signed. The testimony is that on July 16 last J. B. Smull, one of the oldest freight brokers on the floor, whose office is at 30 State street, ac log for the firm of Charles P. Sumner & Co., chartered by a verbal contract to Mr. Goldsmith two steamships, the St. Paperas and another of the Sumner line. These are cattle steamships. It is insisted that when the time came to draw up the charter parties for the two steamships, Mr. Go.dsmith refused to recognize the transaction. It is asserted that he put in certain trivial obsections which could not have weight in the matter. The two steamships by the verbal contract between Mr. Smull and Mr. Goldsmith, it is said, were chartered at the rate of 60 shillings a ton. At that time live cattle in England were scarce, but before the time came to draw up and sign the charter parties for the two steamships the supply of live cattle in the United Kingdom was greatly in-

came to draw up and sign the charter parties for the two steamships the supply of live cattle in the United Kingdom was greatly increased, so much so that the rate for chartering steamships from New York to Liverpool declined from to 20 to 25 shillings a ton.

Air. Summer told the committee that he had in every way sudeavored to have Mr. Goldsmith keen his bergain, but that all efforts had failed. Mr. Summer's testimony is that he offered even to walve all the technical objections of Mr. Goldsmith's own lawyer, proadsing to abide by that lawyer's ecision. Mr. Goldsmith canso Mr. Goldsmith's own lawyer, proadsing to abide by that lawyer's ecision. Mr. Goldsmith refused all negotiations of any character, and finally on Aug. I last he reputated absolutely the verbal contract he had entered into with Mr. Smull. Mr. Summer tries additional negotiations, it is asserted, with Mr. Goldsmith, but they were all of no avail, and on Aug. 12 Mr. Summer summoned Mr. Goldsmith and Mr. Smull before the compalateommittee. He then laid his claim for damages of \$25,000 against Mr. Goldsmith.

But at this meeting of the committee there was a surprise. Mr. Smull was summoned there as a witness for Mr. Summer is reresentative in the transaction; but Mr. Smull astonished the committee and Mr. Summer by refusing to testify as to his knowledge of the transaction. Mr. Summer on against Mr. Goldsmith, who had been a valuable business friend to him. Mr. Goldsmith also at the same meeting said that under no circumstances would he arbitrate the rose of the senior of Mr. Summer or against Mr. Goldsmith who had been a valuable tusiness friend to him. Mr. Goldsmith as a title same meeting said that under no circumstances would he arbitrate the rose there in an or of Mr. Summer or against Mr. Goldsmith, who had been a valuable tusiness friend to him. Mr. Goldsmith as a title same meeting of the same resent. Mr. thomas, On their authority he was to consult with the lawyers for the Exchange and the parties of the Exchange and that the managers fo

The managers then issued their ultimatum suspending Mr. Gold-mith. They also directed Mr. Smull to appear before them to-day and it he remains obdurate and refuses again to give his testimony the managers will set in his

case also.

Mr. Smull explained later in the afternoon
why he had refused to give his testimony. He "Mr. Goldsmith had refused to arbitrate the case, therefore I refused to give my testimony as it might prejudice a case for civil action, which undoubtedly would be brought by Mr. Sumner against Mr. Goldsmith. I have no intention of disregarding the wishes of the managers, provided they are moper. I have the highest respect for them and my action. I believe, was tasted on honerable business principles."

MRS. ATHERTON AGAIN ABSENT.

Charters May be Let Go To-day Unless She Appears Against Him.

Since Mrs. Beatrice Atherton charged Herpert Charters, the theatrical manager, with attempted assault two weeks ago Charles has been confined in Jefferson Market prison with out an opportunity to prove his innocence. ing, and in each instance adjourned at the request of Mrs. Atherton's husband, who said that his wife was suffering from nervous pros that his wife was suffering from nervous pros-tration. When the case was called at Jeffer-son Market on Tuesday neither the woman nor her husband appeared. Justice Hogan adjourned the case until resterday, and sent an order to Mis. Atherton to appear in court. Again the case had to be adjourned. De-tocive Heidelberg, who made the arrest, could find neither Mr. nor Mrs. Atherton. It is likely that Justice Hogan will discharge the prisoner to-day utless his accusers appear against him. against him.

The right name of Mrs. Atherton's husband is Guion, not Atherton. He is employed as an advertising agent by the Starin Transportation Company on West street.

GRIEF-STRICKEN MR. CLANCY. Pour Days After His Wife's Death a Son

and Daughter Expire. Peter Clancy of 110 North Seventh street, Williamsburgh, the father of the liev. D. S. Clancy of Jersey City, is sorely afflicted. On

Saturday last his wife, Ellen. aged 67 years. died. She was buried from St. Vincent de l'aul's Church Tuesday. Early yesterday morning Mr. Clancy was informed that his daughter, Mary Catherine, who was a nun, and who was known in religion as Sister Mary Cora, had just died at St. Mary's Female Hospital.

An hour after this rad news had been brought to Mr. Clanev a policeman - alled at his house and told him that the body of his con. F. D. Clanev. 22 years old. had been found floating in the river at the foot of india street.

Greenpoint.

Mr. Ciancy was bowed with grief last night.

His son, the liev, D. S. Ciancy, and his two single daughters, who live at home, endeavored to comfort him.

Janitor Molloy Injured. James Molloy, 46 years old, is the janitor of

the building 64 Wall street. He went down to the Battery last night to fish. He perched himthe Pattery has ingulate fish. He perched him-self behind one of the spies of the Staten Island ferry slip and was soon busily engaged in fishing. One of the ferry boats, in making ber lauding brushed against the bile and Mol-loy's legs were crushed between it and the wharf. Both were broken and badly lacerate. An ambulance took him to the Chambers Street Hospital. GOV. NORTHEN SAT UPON.

The Georgia Alliance Retuses to Listen to ATLANTA. Aug. 19 .- Gov. Northen went into the State Alliance to-day, although he was not a member of that party, and attempted to

overthrow President Livingston.

The first move was a motion by the Rev. J. G. Gibson. The Chair ruled him out of order and Gov. Northen had to take the floor, "Mr. President," said he, "I hold that the gentleman is not out of order. I know something of parliamentary law, and he is entitled to the

The answer came amid cheers: " I am satisfied that you are well versed in parliamentary law and you know as well as I do that the gentleman is not in order until the Convention is reorganized." The Governor attempted to hold the floor and President Livingston sail sharply: "Let me suggest to you, sir, that you are not entitled to a seat on this floor. You are not a delegate to the Convention and you have no right to interrupt the proceedings at this

The Governor remained standing, and the President said: "Mr. Norther, you must either take your seat

or leave the Convention." This raised an uproar, and many of the members stood, crying: "Put him out."

'Throw him out of the window." In the afternoon session Gibson and Northen were on hand again with a resolution that, before the body should proceed to the election of a President, an investigation should be made

of President Livingston's character. With a mighty shout the resolution was laid on the table, and then a resolution declaring confidence in Col. Livingston's integrity and honor was carried through by every vote but

one, that of Mr. Gibson. The result of this day's work has been to make Livingston the undoubted political boss of Georgia. Holding the key to the situation in both the Alliance and Democratic organizations, he can do as he pleases for at least a year to come.

FOUND IN MARSH'S TIN BOX.

Experts Find Securities Among the Bank President's Private Papers,

PHILADELPHIA, Aug. 19, -The Government experis, in examining the assets of the suspended Keystone National Bank, found to-day a tin box in the vault which was supposed to have been the personal property of G. W. Marsh, the fugltive President.

In the box, in addition to a number of papers and documents, the experts found a Clearing House due bill issued by the Spring Garden National Bank, also suspended, for \$25,000, and a draft of the Spring Garden Bank on the Chase National Bank of New York for \$25,000.

Both the due bill and draft are dated Feb. 16, 1888. They have never been cancelled. The due bill is similar to those received by John Bardsley from the Reystone Bank and upon which his assignee has sued that instinction.

While it is highly probable that the due bill and draft were loaned to Fresident Marsh by Francis W. Kenne-ty, the imprisoned President of the Spring Garden Bank, to swell the assets of the former when the Bank Examiner was expected to look over the books, Receiver landley is of the opinion that the Spring Garden Hank can be controlled to acknowledge the indebtedness represented.

The experts refused to disclose what other papers or documents were found in the box, or say whether or not they were important. Regarding the \$50.000 represented by the draft and due bill, they said that so far but little trace of them had been discovered in the books of the bank. Chase National Bank of New York for \$25,000. of the bank.

SMASHED TOLER'S NOSE.

A Hot Fight Among Commuters on

Luckawanna Train. Harry Toler, a Princeton athlete, who was well known in college as " Kid " Toler, met his match on Tuesday afternoon in a Luckuwanna train going out to Short Hills. one of the regular commuters, and an in-

Two whist parties were being made up in the smoking car, and Harry Toler's brother was in one of the seats with a friend. Mr. Titus of the National Park Hank and Mr. McCabe, a West street merchant, were await-McCabe, a West street merchant, were awaiting the arrival of their partners on the other side of the aisle when harry entered the car and sat on the arm of his brother's seat.

Two of their friends occupied the other whiet seat. Just then Mr. De Graff, a wine dealer, passed through the car and justled Harry, who, without a word, hit him a stinger between the eyes blacking them both and smashing a pair of gold glasses.

Mr. Titus sprang up and gave young Toler a blow in the mouth, throwing him upon his brother. In a moment six men were engaged blow in the mouth, throwing him upon his brother. In a moment six men were engaged in a lively scrimmage but friends interfered and restored peace. Tolor's nose was badly damaged, and some of the others bore marks of the battle.

KILLED AT THE UNION HILL FEST. Special Policeman Shurer Shot in the Leg

The last day of the Plattdeutsche fest at Union Hill was marked by bloodshed. About o'clock severa! visitors to the fest were shooting at the ranges. A crowd of boys was dangerously near the targets, and John Shurer. one of the special policemen, was sent to drive them away. While he was clearing the ground he was struck in the leg by a stray bullet. The blood gushed forth with the spurt that always accompanies a severed artery. A crowd gathered around the wounded man, but no one seemed to know enough to attempt to stanch the flow of blood. Their only concern was to get Shurer to the Hoboken Hospital. A browery wagon was secured, and Shurer was bundled into it and hastened toward Hoboken. At Niesteenth street, Hoboken, the ambulance from that city was met. Shurer was transferred to it. He was hurried to St. Mary's Hospital, but just as he was placed on a cot he died. The physicians say an artery was severed and that Shurer blod to death. He was an ex-policeman of Union Hill and leaves a family. It was not known last night who fired the shot.

The closing of the fest was attended by a lot of enjoyable events. There was a special performance and a parade of 150 uniformed men. drive them away. While he was clearing the

Robbed by a Masked Burglar,

ALBANY, Aug. 19 .- A tall, slim man, whose features were concealed beneath a mask, and who carried a dark lantern in one hand while the other grasped a revolver, was the cause of Mr. and Mrs. John G. Mills of upper Madison avenue waking at the unseemly hour of 1:30 avenue waking at the unseemly hour of 1:30 A. M. to-day. Mr. and Mrs. Mills are a young couple whose means are ample, and who possessed a quantity of valuable jewelry. The burglar first compelled Mr. Mills to take off a 1500 diamond ring. Then, by rummaging about the apartment, he secured watches and newelry valued at about \$2,000. Mrs. Mills saved two diamond ear drops by placing them in her mouth. After the burglar had gone Mrs. Mills roused her sister and brother-in-law next door. Three shots brought a patrolman, but the police force up to date have not raught the burglar. Entrance was effected by means of a ladder through a bathroom window. Contrary to the usual custom, Mr. Mills and not Mrs. Mills is prostrated by the shock.

Congressman Fitch Better. SURF HOTEL, FIRE ISLAND BEACH, Aug. 19.

Congressman Ashbel P. Fisch is out of danger and on the way to recovery. He was taken ill with remittent fever on July 29 at one of the hotel cottages here, where he was summering with his family. The attack continued until to-day, when the fever greatly abated. Dr. George Kerr and Dr. MacGregor of New York are his physicians.

Mrs. John Deinzer Killed. New Baunswick, Aug. 19.-The woman kille-

ast night by the Pennsylvania fast train was Mrs. John Deinzer, wile of a wealthy butches of this city, who is in Lucope for his health. She had been visiting a married daughter and was returning home. Her budy was tossed fifty feet and was badly mangled. Mrs. Deinzer was about 45 years old.

Hurricane at Martinique,

ment has received a cablegram from the United States Consul at Martinique, stating that a hurricane last night destroyed every sall in port. Houses were damaged and many lives were lost. lives were lost

MADE RAIN BY DETONATION. SIX HOURS' PRECIPITATION FOLLOW

PRICE TWO CENTS.

THE EXPERIMENTS IN TEXAS.

The Sky Was Almost Cloudless When the Explosives Were Discharged-A Share Rainfall Followed, Covering an Area of One Thousand Square Miles-The Test,

MIDLAND, Tex., Aug. 19 .- Gen. Dyrenforth's party of rain makers are jubilant to-day. The first important experiments have met with great success. A rain fell for more than six hours yesterday, and they declare that it was undoubtedly caused by the explosion of oxyhydrogen balloons, rackarock powder, and dynamite. At 3 o'clock yesterday afternoon a large balloon was sent up at the C where the men of science have their head-juncters. The ranch is about twenty-live miles from this town. The balloon was sent up about one and a quarter miles and was then exploded. It made a report like a severe clap of thunder. There were only a few white clouds floating in the blue sky at the time, the san was shining, and any old farmer or mariner would have said that it would not rain in a week. The weather instruments

the barometer pointed at "fair." Ten minutes after the balloon had disap-peared in a peal of thunder, kites were set figing, and attached to their talls was dynamite. This was exploded when the kites were high in the air, and then a great quantity of powder, which was scattered over the ground for about two miles, was set off by electricity. This made a noise like a succession of batteries of artillery. The smoke rose in the air for about 200 feet and drifted toward the experts' headquarters. Before it reached there, however,

showed that the air was remarkably dry and

it was driven to the earth by a torrest of rain. The few fleecy clouds had gathered together. others had formed, the sky quickly had become overcast, and a storm had been created by man's efforts. The barometer began falling ten minutes after the balloon was exploded. The rain was very heavy, and the centre of the storm was over the C ranch. According to reports from the ranchmen and employees along the line of the Texas and Pacific Railroad the storm extended over an area of not less than 1,000 square miles. It is hard to get definite

reports and it may have reached further. The noise of the explosion was heard plainly at Midland, and even at ranches forty miles from the scene of the experiments. The prople thought it was thunder. At about 7 o'clock this evening several more explosions were heard here. The experimenters were undoubtedly at work again. The sky became overcast inside of half an hour, and it began to rain at 7:40 o'clock. It looks now as if it would rain all night.

This region, as a rule, is very dry, and it is exceedingly unusual to have much rain at this season of the year. The rainmakers are sure that they have stolen the secret of Jupiter Plavius, and say they can flood this country at an hour's notice. Their greatest experiment, when they will explode a tremendous lot of balloons, kites, and dynamite, will probably not take place until Friday. The ranchmen and town weather prophets don't believe the storm was made by the rain producers, but Gon. Dyrenforth says he will convince the most skeptical in a day or two.

Terrific Mail Storm. Utica, Aug. 19.- A terrific hall storm and

wind storm passed over the Dearfield Hills. north of this city, last evening. Hailstones as large as a hen's egg were picked up. All crops in the track of the storm were totally destroyed, windows were broken, and hundreds of fowls were killed. Three barns were struck by lightning and destroyed, with their contents. The principal losers are George P. Cooley, Mrs. Catherine McManus, Stephen Benrack, William Williams, J. R. Skinner, Charles Wilson, F. J. Grace, James Riley, Hornec Cooley, and Frank Biles, It is impossi-ble to calculate the loss, but it will amount to several thousand dollars. The storm was two miles wide, and moved in a southeasterly di-rection, it lasted forty-five minutes.

Big Storm Out West,

St. Louis, Aug. 19.-Despatches from many points along the path of yesterday's storm are to the effect that great damage was done to corn and other crops. In Hancock county. Ill., incalculable damage resulted. people were injured and their homes wrecked. A large number of houses, barns, and out-buildings were swept away. A tornado passed over Vandalia, Ill. Heports from the country show the storm to have been even more severe than in the city. Stock was killed by light-ning and orchards were completely ruined, leason's from all points are of a similarly dis-tressing character.

The Weather.

The barometric depression continued over the northern half of the country yesterday, and it has spread further to the south in the country west of the Mississtep), forming two distinct storm centres, the original one remaining over South Dakota. The new one settled over Kansas. This extensive area remaining almost stationary, has caused northeasterly winds from the vicinity of the lakes to flow toward the centre creating local showers in all the central States and greatly modifying the warm wave, except south of Kansas, along the lower Mississippi, thence east to the Atlantic, where a slight increase of heat took place. The action of the depression will have a tendency to increase the humidity in the Atlantic States, while the temperature rices gradually with the advancing de-

Light showers fell along the coast States from this city sourt, Indiana, Michigan, and Illinois only. The highest temperatures were recorded as follows:

Dodge City, 98°, Jacksonville, 96°; Abilene, 96°; Mem-phis, Fort Smith, and Nashville, 94°. Elsewhere in the conthern States it was at or about for. It was cloudy with a few light showers in scattered

portions of this city; the highest official temperature was 78°, lowest CG°; winds were variable, averaging ten miles an hour. Humidity was again excessive. averaging 87 per cent. The thermometer at Perry's pharmacy in Tax Son building recorded the temperature yesterday as follows:

Average yesterday 7256 Average on Aug. 19, 1860 741

Local Formular

United States Weather Burnau,
New York City, Aug. 19, 1861.

Local forecast for twenty four hours, titl 8 P. M.
Thursday: Generally fair weather, with possibly as
occasional light shower, slight change in temperature;

easterly winds. For Friday, showery and warmer.
E. B. Drus, Local Forecast Official,
washington concentrations. R. murapar.
For the District of Commiss, Maryland, eastern Pennsylvania. Sew Jersey, and Delaware, continued warm and generally fair weather, except local showers on the coast line during the evening; winds mostly light and variable; continued warm weather and

probably allowers on Friday. For eastern New Fork, Slightly warmer, fair weather; pariable winds; fair and warm Friday.

For Maine, New Hampshire, Vermont, Massachuseita. Rhode Island and Connecticut, warmer, fair weather; light, variable winds; warmer and fair briday. For weatern New York, warmer, fair, variable winds;

For western New York, warmer, fair, variable winds; warm and showery Friday.

The low baromeier area that developed Monday northwest of Montans has advanced southeast, and is now central over South Dakota, enclosed by the isobar of 20 To inches This area is comparatively a dry storm rain only being reported along the east line of the Dakotas. The warm wave has been felt to day over Wisconsin and Michigan and south of a line joining fenever with Wichita and Mempins and thence to Wisconsin the uling Tempesse. Echind the low here mington, including Tennessee. Febind the low barom-eler a cool wave is advancing but it is of little force, and relief from the heat in the lake regions and from Texas to Kansas may be expected to come from load rains rather than a cool wave's march eastward. The Atlantic States and lower lake States will experience warmer weather Thursday and Friday. A West India cyclone is reported over the Windward Islands, and at Martinique great damage has been done. The weather report from St. Thomas gives the barometer a 2001 and failing wind northeast, 16 miles. As this cyclone is some 1,200 miles southeast of Cape Sable, its further approach will be authounced

WASHINGTON, Aug. 19.-The State Depart.